Fiscal Year 2015
Metropolitan Transportation Improvement Program
(TIP)

Approved
October 6, 2014
Technical Correction 12/29/2014

Pocatello, Chubbuck, and Bannock County

Transportation Project for Fiscal Years 2015, 2016, 2017, and 2018

(Projects and programs for fiscal years 2019 and Preliminary Development (PD) are included for information purposes)

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Introduction

About the Bannock Transportation Planning Organization (BTPO)

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United State in all urbanized areas of more than 50,000 people and have the responsibility to plan, prioritize, and recommend projects for federal funds. The Bannock Transportation Planning Organization is the designated transportation planning agency for the Pocatello/Chubbuck urbanized area. BTPO serves the northern Bannock county and the cities of Pocatello and Chubbuck.

Serving as a regional partnership between the City of Pocatello, City of Chubbuck, Bannock County, Idaho Transportation Department (ITD), Idaho Department of Environmental Quality (IDEQ), and federal partners, BTPO provides a forum to address transportation and air quality issues.

Purpose of Document

The purpose of the Transportation Improvement Program (TIP) is to provide information to the Idaho Transportation Department, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the public, and other interested parties on the federally funded project which will occur over the next four years. The TIP also indicates that Bannock Transportation Planning Organization has met the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for the development of a Transportation Improvement Program. The TIP is consistent with the 2035 Metropolitan Transportation Plan approved December 6, 2010.

This document provides a TIP that is financially constraint and depicts BTPO's regional priorities for expenditures of federal funds for fiscal years 2015- 2018. Projects within the TIP, once approved by the BTPO Policy Board and the Idaho Transportation Board the TIP will be included in the Idaho Transportation Investment Program (ITIP) by reference. The ITIP including the conformity determination of the TIP must also be approved the FHWA and FTA.

Technical Correction

This Metropolitan Transportation Improvement Program replaces FY 2015 MTIP dated October 6, 2014. The correction delays KN 13840, FY 14 Capital Bus Shelter and KN13841, FY 14 Capital Facility. The action was approved at the October 6, 2014 Policy Board meeting but not included in the document.

Metropolitan Planning Requirements

Federal law requires all metropolitan area to maintain a continuous, cooperative, and comprehensive planning process to develop program, projects, and strategies which considers eight planning factors, which are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness productivity, and efficiency:

2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistence between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient systems management and operation; and
8. Emphasize the preservation of the existing transportation system.

To carry out the planning requirements, BTPO produces a Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP), and Transportation Improvement Program. BTPO's plans programs are available to the public and interested parties on the web at http://www.bannockplanning.org.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan or sometimes called the long range transportation plan is a twenty-five year multimodal performance based strategies developed to guide investments of public funds. The MTP establishes a vision for the future transportation system and develops plans, programs, and project which support the goals. The MTP also has performance measures which assist in tracking the progress made over the life of the plan. The MTP is updated every four years and may be amended as a result of changes in federal, state, or local needs.

Unified Planning Work Program

The UPWP is a one year plan developed to focus the transportation planning efforts in the region. All federally funded planning activities much be listed in the UPWP regardless of the sponsor. This allows the planning efforts to be coordinated throughout the metropolitan area.

Transportation Improvement Program

The Transportation Improvement Program is a listing of all federally funded transportation projects within the Bannock Transportation Planning Organization planning area. The TIP provides a prioritized four year listing of projects planned for the BTPO area. In addition, the TIP includes two additional years for planning purposes. Fiscal year 2019 is a planning year for projects which have been developed to the point they are ready to move into the TIP in the following year. The other planning year, Preliminary Development (PD), is for projects as they start the project development process. Projects in this category can remain in PD for several years depending upon the complexity of the project. PD allows for early identification, design, and public notification of highway projects. The TIP includes all modes of surface transportation.

The TIP is also an implementation tool of the Metropolitan Transportation Plan therefore all local projects listed must either come from the MTP or be found to be consistent with the MTP.

Projects have different funding categories, but all are funded with Department of Transportation programs.

Idaho Transportation Investment Program (ITIP)

The TIP includes projects and programs within the BTPO metropolitan planning area. The Idaho Transportation Department develops a five year ITIP which includes projects for not only the six metropolitan areas within Idaho but for all federally funded projects within the state regardless or mode of transportation or location. The ITIP meets the federal requirements of MAP-21. ITD and the BTPO coordinated in the development of projects within BTPO's urban area. Upon adoption each project within the BTPO's TIP, within federal fiscal years 2015- 2018, will become a part of the ITIP by reference. The ITIP is available on the web at http://www.itd.idaho.gov/itip/default.htm.

Coordination with other Plans and Programs

The TIP is the implementation document of the MTP and it ensures that the vision of the plan can be developed. The MTP is the long range vision there are many other plans and programs which address specific issues or programs within the metropolitan area. These other plans and programs need to be coordinated with TIP and the MTP to ensure that programs are consistent. Those efforts include:

- **Idaho Strategic Highway Safety Plan:** The Strategic Highway Safety Plan (SHSP) provides a comprehensive approach to improving the transportation safety within Idaho. The SHSP also targets spending a specific activities and programs which address the safety issues within the state. The SHSP was updated in 2013 as part of a statewide coordinated effort. The Idaho Strategic Highway Safety Plan can be viewed on the web at http://www.itd.idaho.gov/ohs/SHSP.htm.
- **Regional Intelligent Transportation Systems (ITS) Architecture:** BTPO works with ITD, regional, and local agencies to develop a regional Intelligent Transportation Systems Architecture development plan. ITD developed an ITS plan for each of their six districts. Local agencies and MPO were encouraged to add systems which would address specific issues not included in the regional plan. The Idaho ITS Strategic Plan Update was completed in 2011. Additionally there was a transit component called the Idaho Transit Technology Plan (2011) which addresses the specific needs of transit providers.
- **Coordinated Human Services Transportation Plan (CHSTP):** The Coordinated Human Service Transportation Plan (CHSTP) documents the local coordination process for the funding and delivery of public transportation services aimed at the elderly, persons with disabilities, and low-income individuals. The plan adopted in 2013 sets the regional priorities and process for selecting projects which improve the access to public transportation.
- **Federal Transit Administration Program of Project:** BTPO work annually with Pocatello Regional Transit, the designated recipient of Section 5307 funds, to develop the Program and Projects (POP). PRT has elected to coordinate with BTPO in the public involvement for the POP. As such, the TIP also serves to meet the Federal Transit Administration requirements for public participation in the development of the Program of Projects for Pocatello Regional Transit. The transit project listed in this plan will be TIP will be included in the Program of Projects.

Program Development

The FY 2015-2018 TIP is a four-year program of planned transportation projects that are from or are consistent with the BTPO adopted 2035 Metropolitan Transportation Plan. The TIP is an opportunity to fund and implement the 2035 MTP, therefor BTPO works with member agencies and the public to take full advantage of funding opportunities. This chapter describes the funding sources and the procedures used to select candidate projects.

Federal Sources

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. This law makes some changes in federal transportation funding programs under SAFETEA-LU. The some of these programs are still undergoing the rule making procedure administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The programs determine how federal funds can be used. Federal Funds are also limited to roadways classified as collectors, arterials, and interstates with few exceptions. The TIP was developed using the latest approved guidance from FHWA and FTA

Federal Highway Administration

- National Highway Performance Program (NHPP) - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- Surface Transportation Program (STP) - The STP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- Highway Safety Improvement Program (HSIP) – MAP-21 continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
- Transportation Alternatives Program (TAP) - MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. TAP funds are primarily dedicated to non-motorized activities such as bicycle and pedestrian facilities.
- Congestion Mitigation/Air Quality (CMAQ) - Funds are used for projects that assist in the maintenance and improvement of air quality as well as the mitigation of transportation congestion.

Federal Transit Administration

FTA projects are identified by the 49 United State Code sections which establish the eligible activities for that section.

- FTA Section 5303 - Funds available for transit planning activities within a metropolitan area.
- FTA Section 5307 - Provides funds to local transit agencies for capital and operating assistance. The major subcategories are:

  Capital – Funds cover everything from purchase and rehabilitation of transit vehicles to purchase of equipment such as computers and bus stop signs.
  Preventive Maintenance - Funds are subcategory of capital and cover all maintenance costs.
  Planning -Funds may be used to support planning activities as identified in the Unified Planning Work Program.
  Operations – Funds cover operation of transit system.
  ADA Complementary Paratransit Service - ADA complementary Paratransit service means service provided complementary to existing fixed-route service.
- FTA 5310 - Funds available for capital expenditures of private non-profit and public agencies providing transportation service to the elderly and disabled.
- FTA 5339 – Provides capital funding to replace, rehabilitate, and purchase bus and related equipment and to construct bus facilities.

State and Local Funded Program

State funded projects are included in the TIP for information. These projects are not required to be included in the TIP unless they are regionally significant. Unlike state funds, local funded projects are only included in the TIP if they are regionally significant.

TIP Development Process

The majority of the projects identified in the TIP are federally funded. MAP-21 identifies the various funding categories and the project selection requirements for each category. In general there are those funding types where the project selection is completed at the metropolitan level and those which take place at the state level either through the Idaho Department of Transportation or through the Local Highway Technical Assistance Council. How candidate project are prioritized and selection depends on the highway system, type, and funding program. In the BTPO metropolitan area the follow funding categories and types exist:

- Non State Highway collectors and arterials
- State Highway Roads
- Federal Transit Administration Programs
- Statewide Competitive programs

Identifying and Evaluating Non State Highway Facilities Candidate Projects

The Idaho Transportation Board has adopted a policy to dedicate a certain portion of the Surface Transportation Program for areas between 5,000 to 200,000 populations to the Urban Committee. This committee makes recommendations to the Idaho Transportation Board on the Urban Program. The Committee comprised of MPOs and LHTAC work cooperatively to develop a five

year program. Each member included BTPO developed their own project prioritization and selection process.

When funds are available a call for projects begins in October of each year and continues throughout the process. These candidate projects are evaluated and selected based on the following considerations:

- Metropolitan Transportation Plan: Candidate projects must be consistent with the approved MTP. BTPO's Technical Advisory Committee makes a recommendation to the Policy Board which must find a project consistent with the LRTP to be included in final TIP.
- Public Input: Candidate projects must undergo public review. This review starts in February with a listing of all newly recommended projects. A month-long public review of the Draft TIP is conducted in July.
- Prioritization of Projects: The Technical Advisory Committee, using the results of the public review recommends priority to the Policy Board which makes the final recommendations. This prioritized list is used in conjunction with others from around the state to produce a Draft State Transportation Investment Program (STIP). The Draft STIP divides all projects submitted into recommended for funding and not recommended for funding categories.

There was not call for projects for this program in this TIP.

All of the recommended projects are submitted to the Idaho Transportation Department (ITD) for consideration and approval by the Idaho Transportation Board. The projects approved by the Idaho Transportation Board will be included in the TIP and ITIP. The ITIP is adopted in September and is the document in which all transportation projects are funded.

Identifying and Evaluating State Highway Candidate Projects

BTPO works cooperatively with the Idaho Transportation Department on the identification and selection of projects within the metropolitan areas which are located on state highways. Most of project types such as pavement preservation, bridge, and safety are all based on performance criteria. All ITD projects recommended from these performance based programs are reviewed for compatibility with the MTP. For expansion based projects the prioritization has occurred in the MTP and candidate projects are selected from the list needed projects.

Federal Transit Administration Programs

The FTA program selection is determined by the section of FTA funds. Section 5307 funds are directly awarded to the transit provider. BTPO and PRT work cooperatively though development of plans to determine the best use of these funds annually. Section 5339 is another category where cooperatively development project list is determined. The needs are determined through short and long range transit plans where a list of projects is developed. The decision when to replace buses is made through a capital replacement program.

Section 5310 program projects are selected through the Coordinated Transportation Human Service Plan. All projects selected in this program must come from the CTHSP. A call for project was made in December and one project was applied for which is consistent with the adopted plan.

Statewide Competitive Programs

The bridge and safety programs are selected through program developed a statewide level. The bridge program and safety projects not on a state highway are identified through programs administrated by LHTAC. More information of LHTAC programs can be found on the web at http://lhtac.org/programs/.

Local sponsors of projects who apply to LHTAC programs are required to submit that project to BTPO where the evaluation of consistency with the MTP and other plans. Safety projects are often developed cooperatively prior to submission of an application.

Bridge and safety projects on State Highways are selected through ITD process and submitted to BTPO for inclusion in the TIP. Those projects are evaluated for consistency with the MTP. As with local projects safety projects are often develop cooperatively prior to application for funds.

ITD administers Idaho Community Choices program (http://itd.idaho.gov/transportation-performance/cci/) which contains the statewide Transportation Alternative Program. Applications for the program are accepted annually for projects to be constructed in three years. The application process required coordinated with the BTPO during the project development process.

Air Quality Conformity

The Portneuf Valley Nonattainment Area (PVNAA) is currently listed as attainment for small particulate matter (PM_{10}). In accordance with the State Implementation Plan Maintenance Plan for the area, BTPO must certify all our plans and programs including the TIP do not contribute to new violations of the Clean Air Act. The planning area must certify the TIP conforms to the Clean Air Act by meeting the Motor Vehicle Emissions Budget (MVEB) for each particulate. The MVEB is part of the State Implementation Plan (SIP) which regulates all emissions. The MVEB ensures that transportation does not contribute to air shed emission problems.

BTPO Policy Board after consultation with Idaho Department of Environmental Quality and the public according to Title 40 Part 93.106(d)(3) has elected to shorten the conformity horizon to the last year of the Motor Vehicle Emissions Budget (2020). Therefor the analysis periods for the conformity determination are 2015 (base), and 2025 (horizon year).

Figures 1 and 2 demonstrate that the TIP meets the MVEB test for both horizon years. The 2025 Horizon is compared to the 2020 MVEB.

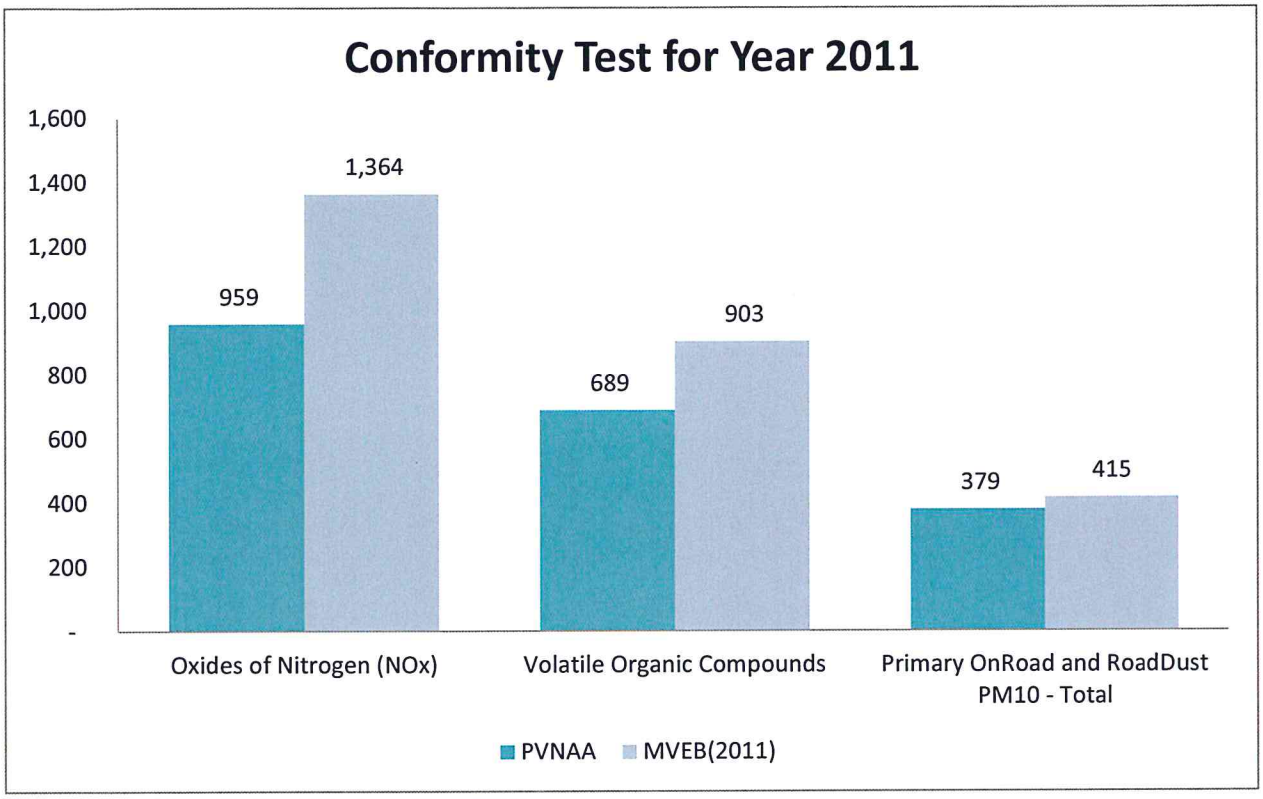

Figure 1: Conformity Test Horizon Year 2015

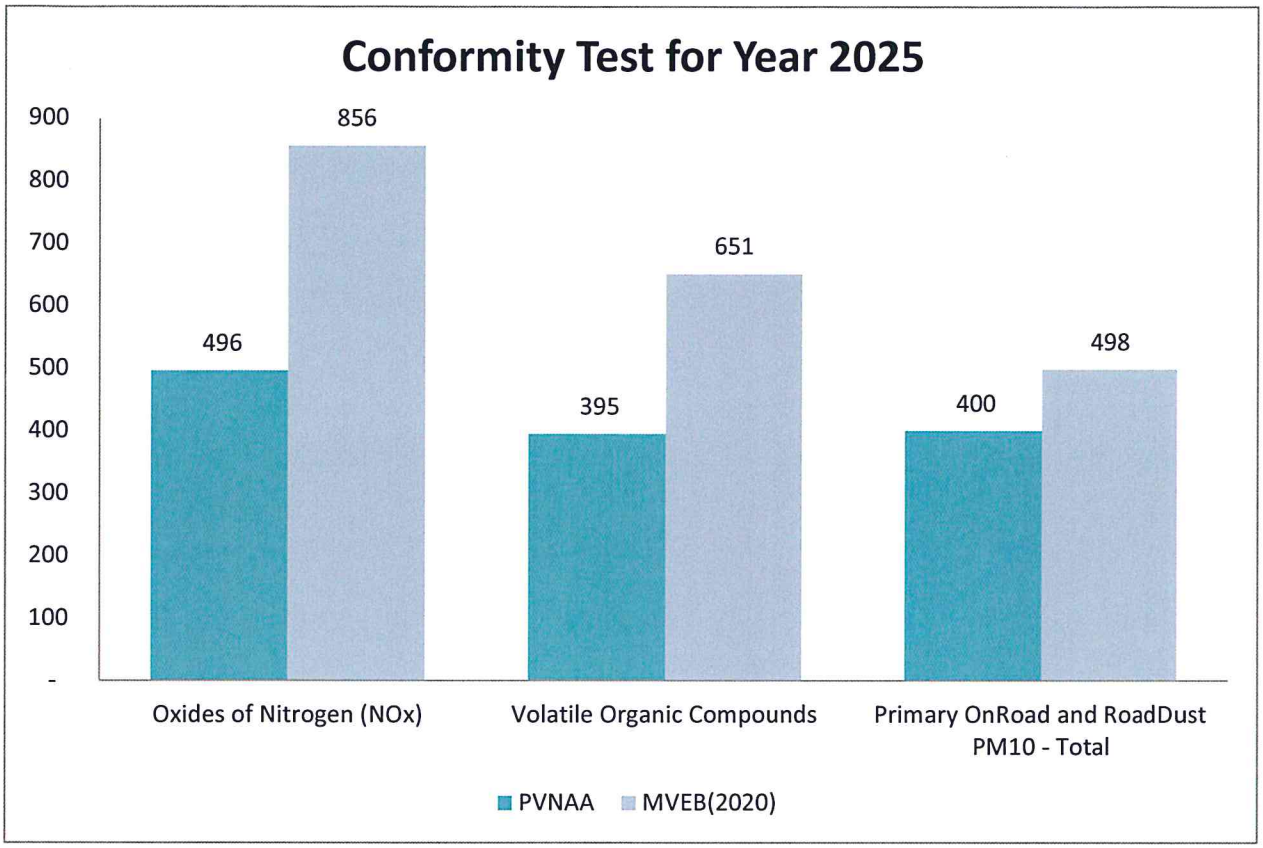

Figure 2: Conformity Test Horizon Year 2025

The procedure for determining if the TIP conforms to the Clean Air Act and Federal regulation is complex. The procedures and process are described in the Appendix A.

Public Involvement and Amendment Process

Public Involvement

Public involvement in transportation investment decision-making is central to accomplishing the vision of the MAP-21. The Bannock Transportation Planning Organization and our member entities take a pro-active, early, and continuing approach to the public involvement process by using a variety of techniques throughout project planning, design, construction, and operation. This ensures opportunities for the public to contribute in the transportation decision-making process. BTPO has an approved Public Involvement Plan which outlines the process which will be used in the development and public review of the TIP.

All outreach activities and comments submitted to BTPO on the draft TIP or conformity determination will be included Appendix B.

Amendment Process

Table 1 shows the amendment process that will be used in the modification of the TIP. The table outlines when changes to the TIP need a conformity determination, public involvement, or amendment to the ITIP.

Amendments of changes to the TIP for projects which are included in the TIP regardless of funding source, sponsor, or project administrator must be submitted to the BTPO for review and action. The TIP, once approved, is included in the ITIP therefore any changes to either document need to occur through the some process to ensure information presented is accurate. In most cases, due to timing, the action is concurrent with public review and internal review occurring together. BTPO usually takes the lead for public involvement activities.

The administrative procedures for the amendment process are:

- Sponsor request a change in project activity, funding, or program year
- BTPO determines the required action and submits information to ITD
- Action taken by BTPO and submitted to ITD for modification of ITIP

Table 1: TIP Amendment Process

Action or Situation	Public involvement required?	Conformity determination required?	STIP amendment required?
Administrative modification of projects in the TIP			
Minor adjustments in current year project cost	No	No	No
Change in key number or fund source	No	No	No
Adding/Deletion of projects to the TIP			
Adding/Deleting exempt* projects	Yes	No	Yes
Adding/Deleting projects with air quality implications	Yes	Yes	Yes
Shifting of projects within the TIP			
Shifting exempt* projects among the first three years of the TIP	No	No	No
Shifting air quality projects among the first three years of the TIP	No	No	No
Shifting exempt* projects into or out of the first three years of the TIP	Yes	No	Yes
Shifting air quality projects into or out of the first three years of the TIP	Yes	Yes	Yes

* Exempt as defined by Code of Federal Regulations Title 40 part 93.127.

Minor Changes

Minor changes include:

- Individual project cost change of 10% or less.
- Group projects total cost change of 10% or less.

- Phasing of a project as long as all phases are included in the TIP.
- Change in project limits less than ¼ mile.

Approval of Minor changes shall be made by Planning Director with input from the Idaho Transportation Department. After approval, minor changes will be submitted to the Idaho Transportation Department. Planning Director shall report the changes to the Policy Board at the next schedule meeting.

Major Changes

Major changes include:

- Individual project cost change of greater than 10%.
- Group projects total cost change of greater than10%.
- Phasing of a project if one of the phases is not included in the TIP.
- Change in project limits greater than ¼ mile.
- Change in scope of project

Projects by Category

As stated previously, the purpose Transportation Improvement Program is to provide information government funding agencies as well as the public. The format that FHWA, FTA, or ITD want to see the data presented sometimes is not the best format for the public. This section will present a picture of the types of activities which are planned for the next four years. Not every individual project in the TIP will be presented only those which the public may find of interest. A complete listing of projects and the official TIP project list is included in Chapter 5.

The projects included in the TIP were divided into transit, safety, bicycle/pedestrian, bridge, and expansion projects. For each category a description of the project along with the year the construction of the project is anticipated will be provided. Those projects which are exclusively maintenance or operation type activities are not included in this chapter but are included in Chapter 5.

Transit Projects

Section 5307 projects the most of the operating and capital needs for the transit system. The 5307 funds are divided into subcategories which include operations, security, capital and preventative maintenance. These projects are scheduled each year of the TIP but their funding level may change.

Section 5307 Operations: Operations covers the cost of operating and staffing the transit vehicles which serve the fixed transit routes within the Pocatello Urbanized area.

Section 5307 Security: Provide crime prevention and security equipment designed to improve security of the transit equipment, users, and facilities.

Section 5307 Demand-Response Operations: Demand-Response operations cover the cost of providing vehicle for the demand transit response services in the Pocatello Urbanized area that exceeds the limits of the fixed route transit system.

Section 5307 Preventative Maintenance: Preventative maintenance is defined as any maintenance on transit vehicles.

Section 5310 provides funding to improve access to and use of the transit system to targeted populations.

Section 5310 Bus Stop Improvements at 7th and Sherman (Key# T501): The project scheduled for FY 2015 will construct a transfer station on the northeast corner 7th and Sherman in Pocatello. The transfer station will improve access to the fixed route system by improving ADA access and reducing the distance needed to access other fixed routes. Passenger information and shelter will also be provided.

Section 5339 provides funding for bus and bus facility purchases. The funds can be used to build new facilities or replace busses.

Safety Projects

There are two projects which fall in the category of safety improvements and use Highway Safety Improvement Program Funds. Both of these projects are intended to reduce the fatal and serious crashes on the facilities they are located at.

Benton and 2nd Ave (Key# 14018): The FY2015 project will improve the safety of the intersection of Benton and 2nd Avenue by installing lighting and a median on Benton Street which will limit access to 2nd Avenue by allowing right turns only.

I-15B, East Alameda and Yellowstone Ave Medians (Key# 14005): The FY 2018 projects will install a center median on Yellowstone Avenue from Cedar Street to Alameda Avenue. The project will improve vehicular safety by eliminating left turning vehicles along the corridor.

Bicycle and Pedestrian Projects

The MLK Complete Street Project (Key# 14349) and Bus Stop Improvement at 7th and Sherman (Key# T501) are the only project which provides specific improvements to the bicycle or pedestrian network. The FY 2015 project will improve the pedestrian facilities on Martin Luther King Boulevard from 8th to Memorial by increasing the width of the sidewalks and preventing pedestrian crossing except at designated cross walks. Bicycle facilities exist on the facility but reduction of one travel lane should improve the bicycle facilities. The project also improves transit access and provides an innovative approach to treat storm water. The bus stop improves at 7th and Sherman was described in the transit section.

Two bridge projects (described in next section) have pedestrian improvements included in the project, but is not the main focus of the project.

Bridge Projects

Three bridge projects are included in the TIP. Each of the projects is designed to restore and rehabilitate the bridge structure. Bridge projects are:

Portneuf River Lewis Street Bridge (Key# 12444): The project scheduled for construction in FY 2017 will replace the existing Lewis Street Bridge and provide better pedestrian facilities.

Benton Street Bridge (Key# 13119): The project is scheduled for FY 2017 and will rehabilitate the bridge piers.

Center Street Underpass (Key# 12098): The project is currently in development and is in Preliminary Development. There is no established construction year. The project will improve the approach walls to the underpass and rehabilitate the pavement inside the underpass. A bicycle and pedestrian crossing of Center Street is also provided in the project.

Expansion Projects

Two expansion or intersection improvement projects are included in the TIP. Both projects will address identified safety and capacity issues.

Intersection of Alameda and Jefferson (Key# 11657): The project was recommended to advance from the previous TIP to FY 2016. The project will improve the safety and capacity issues which have been identified by changing the intersection design to reduce left turns and conflict points.

Intersection of Hawthorne and Quinn (Key# 12099): The project was currently in Preliminary Development and does not have a designated program year. Project will improve the safety and capacity issues at the intersection by installing a traffic signal.

Transportation Improvement Program Project List

This chapter provides the list of projects which are recommended for the FY 2015 -2108 TIP. Table 2 lists the projects on the highway side and Table 3 lists the transit projects.

Table 2: FY 2015 -FY 2018 TIP Highway Projects List

Route / Project Limits / Key # / Project # / Activity Description	Phase	Transportation Improvement Program 2015	2016	2017	2018	Planning Projects 2019	PD	Total Project Cost Total	Federal Aid	Agency Match	Sponsor	Status
MLK Complete Street Project, City of Pocatello	CN	$ 643						$643	$596	$47		
14349 A014(349)	PE/CE							$0	$0	$0		
Transportation Alternative Program	RW							$0	$0	$0		
Yellowstone Corridor Plan	CN	$ 200						$200	$185	$15		
14007 A014(007)	PE/CE							$0	$0	$0		
System Planning	RW							$0	$0	$0		
STP-7151; Benton and 2nd Ave	CN	$ 190						$190	$176	$14		
14018 A014(018)	PE/CE							$0	$0	$0		
Median Improvement and Lighting	RW							$0	$0	$0		
Intersection of Alameda and Jefferson	CN			$ 1,061				$1,061	$983	$78		
11657 A011(657)	PE/CE							$0	$0	$0		
Reconstruction and realignment	RW							$0	$0	$0	Pocatello	
Intersection of Alameda and Jefferson	CN			$ 1,435				$1,435	$1,329	$105		
11657 A011(657)	PE/CE							$0	$0	$0		
Reconstruction and realignment	RW	$ 1,020	$ 490					$1,510	$1,399	$111	Pocatello	
Intersection of Hawthorne and Quinn	CN					$ 2,142		$2,142	$1,985	$157	Pocatello	
12099 A012(099)	PE/CE							$0	$0	$0	/	
Signalization	RW							$0	$0	$0	Chubbuc	
I-15B, FY15 5 ADA Ramps, Pocatello	CN	$ 28						$28	$26	$2		
14015 A014(015)	PE/CE							$0	$0	$0		
Bridge Replacement	RW							$0	$0	$0		
I-15; IC# 47 to IC # 67	CN	$ 1,390						$1,390	$1,288	$102		
12417 A012(417)	PE/CE							$0	$0	$0		
Pavement Preservation	RW							$0	$0	$0		
Local; FY 2015 BTPO Metropolitan Planning	CN	$ 146						$146	$135	$11		
12439 A012(439)	PE/CE							$0	$0	$0		
Planning	RW							$0	$0	$0		

Route / Key # / Activity Description	Project Limits / Project #	Phase	Transportation Improvement Program 2015	2016	2017	2018	Planning Projects 2019	PD	Total Project Cost Total	Federal Aid	Agency Match	Sponsor	Status
Off System; Portneuf River Lewis St. Bridge		CN			$ 1,047				$1,047	$970	$77		
12444	A012(444)	PE/CE							$0	$0	$0		
Bridge Rehabilitation		RW							$0	$0	$0		
Center Street Underpass		CN						$ 3,754	$3,754	$3,478	$276		
12098	A012(098)	PE/CE							$0	$0	$0		
Pavement Rehabilitation		RW							$0	$0	$0		
Benton Street Bridge		CN			$ 3,664				$3,664	$3,395	$269		
13119	A013(119)	PE/CE							$0	$0	$0		
Bridge Rehabilitation		RW							$0	$0	$0		
Local; FY 2016 BTPO Metropolitan Planning		CN		$ 149					$149	$138	$11		
13564	A013(564)	PE/CE							$0	$0	$0		
Planning		RW							$0	$0	$0		
Local; FY 2017 BTPO Metropolitan Planning		CN			$ 152				$152	$141	$11		
13565	A013(565)	PE/CE							$0	$0	$0		
Planning		RW							$0	$0	$0		
I-15B, East Alameda and Yellowstone Ave Medians		CN				$ 1,420			$1,420	$1,316	$104		
14005	A014(005)	PE/CE	$ 130	$ 1					$131	$121	$10		
Safety		RW							$0	$0	$0		
State, FY 18 D5 Guardrail, Pocatello to Inkom		CN				$ 163			$163	$151	$12		
14012	A013(119)	PE/CE							$0	$0	$0		
Safety		RW							$0	$0	$0		
Local; FY 2018 BTPO Metropolitan Planning		CN				$ 155			$155	$144	$11		
14021	A014(021)	PE/CE							$0	$0	$0		
Planning		RW							$0	$0	$0		
Local; FY 20198 BTPO Metropolitan Planning		CN					$ 158		$158	$146	$12		
18983		PE/CE							$0	$0	$0		
Planning		RW							$0	$0	$0		
Cost are in year of expenditure		CN	$2,418	$2,707	$7,370	$1,749	$169	$5,907	$20,444	$18,943	$1,501		
		PE/CE	$286	$12	$11	$11	$11	$11	$276	$256	$20		
		RW	$1,031	$501	$11	$11	$11	$11	$1,510	$1,399	$111		
		Total	$4,383	$5,414	$13,678	$3,499	$338	$11,814	$24,021	$22,258	$1,763		
		Federal	$572	$24	$22	$22	$22	$22	$276	$256	$20		
		Local	$2,062	$1,001	$22	$22	$22	$22	$3,019	$2,798	$222		

Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.

Table 3: FY 2015 -2108 TIP Transit Projects List

Transit Project			Funding	Total Project Cost								
Key #	Project Location	Project Description	Source	2015	2016	2017	2018	2019	Total	Federal Aid	Agency Match	Sponsor
13840	FY 14 Pocatello UZA Capital Bus Shelter	244- Bus shelter a new facility	5310 Surb	$157					$196	$157	$39	PRT
13841	FY 14 Pocatello UZA Capital Facility	244 -Bus Facility	5339	$400					$500	$400	$100	PRT
18922	FY 15 Pocatello UZA Capital	244 -Bus stop improvement 7th and Sherman	5310 Surb	$100					$125	$100	$25	PRT
13255	FY 15 Pocatello UZA Operations	227-Operations	5307 SUrb	$583					$1,166	$583	$583	PRT
13258	FY 15 Pocatello UZA Security	235-Security	5307 SUrb	$25					$31	$25	$6	PRT
13254	FY 15 Pocatello UZA Capital	244-Transit Capital	5307 SUrb	$10					$13	$10	$3	PRT
13256	FY 15 Pocatello UZA Demand Response Operation	217-Demand Response Operations	5307 SUrb	$73					$91	$73	$18	PRT
13257	FY 15 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance	5307 SUrb	$200					$250	$200	$50	PRT
13253	FY 15 Pocatello UZA Metro Planning	225-Metropolitan Planning	5303	$39					$42	$39	$3	BPO
13800	FY 16 Pocatello UZA Operations	227-Operations	5307 SUrb		$588				$1,176	$588	$588	PRT
13801	FY 16 Pocatello UZA Capital	244-Transit Capital	5307 SUrb		$10				$13	$10	$3	PRT
13802	FY 16 Pocatello UZA Demand Response Operation	217-Demand Response Operations	5307 SUrb		$73				$91	$73	$18	PRT
13803	FY 16 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance	5307 SUrb		$200				$250	$200	$50	PRT
13804	FY 16 Pocatello UZA Metro Planning	225-Metropolitan Planning	5303		$39				$42	$39	$3	BPO
14289	FY 17 Pocatello UZA Operations	227-Operations	5307 SUrb			$590			$1,180	$590	$590	PRT
14286	FY 17 Pocatello UZA Security	235-Security	5307 SUrb			$8			$10	$8	$2	PRT
14288	FY 17 Pocatello UZA Capital	244-Transit Capital	5307 SUrb			$8			$10	$8	$2	PRT
14284	FY 17 Pocatello UZA Demand Response Operation	217-Demand Response Operations	5307 SUrb			$80			$100	$80	$20	PRT
14285	FY 17 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance	5307 SUrb			$200			$250	$200	$50	PRT
14287	FY 17 Pocatello UZA Metro Planning	225-Metropolitan Planning	5303			$39			$42	$39	$3	BPO
18859	FY 18 Pocatello UZA Operations	227-Operations	5307 SUrb				$590		$1,180	$590	$590	PRT
19124	FY 18 Pocatello UZA Security	235-Security	5307 SUrb				$8		$10	$8	$2	PRT
18769	FY 18 Pocatello UZA Capital	244-Transit Capital	5307 SUrb				$8		$10	$8	$2	PRT
19017	FY 18 Pocatello UZA Demand Response Operation	217-Demand Response Operations	5307 SUrb				$80		$100	$80	$20	PRT
18988	FY 18 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance	5307 SUrb				$200		$250	$200	$50	PRT
18808	FY 18 Pocatello UZA Metro Planning	225-Metropolitan Planning	5303				$39		$42	$39	$3	BPO
Values in years are federal aid amounts only				$1,030	$910	$925	$925	$0	$3,123	$1,840	$1,322	

Sponsor Codes: BPO = Bannock Transportation Planning Organization; Chubbuck = City of Chubbuck; Pocatello = City of Pocatello PRT = Pocatello Regional Transit; ITD = Idaho Transportation Department.

Financial Plan

The TIP is a financially driven programming and planning document. The projects included in the TIP have identified funding sources for all local match requirements and federal sources of funds. The funding years covered under this TIP are 2015 – 2018.

Local Projects: For all local highway projects, those not sponsored by ITD, the federal aid portion is funded through a committee established by Idaho Transportation Board Policy. This policy allows the urban areas to work together to prioritize the estimated ten million dollar urban program. There are no formal sub allocations of these funds. The committee works to provide a reasonable amount based on percentage of urban populations. The guarantee is that once a project is recommended for funding and placed in the TIP, that project will receive funding in subsequent years. Historically this has been the case.

Local Match: The communities are active participants in the project selection and development process. The city councils have approved agreements stating their commitment to provide funding for the local share of the project.

System Level Estimates: This figure is difficult to calculate. The requirement is to show system-level cost and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Neither city divides the federal-aid system when considering which roads to improve. They consider the entire network as the system. To determine the cost and funding for just the federal-aid portion would be impractical. Table 5 shows the revenue and expenses for each of the communities within the planning area. The table also demonstrates a commitment to fund the repair and maintenance or operations of not just the local federal aid system but the entire local system. Both cities are on pavement management programs with a fifteen year cycle. The local property tax column has increased very much over the last five years and is above sustainable levels. The long term growth rate is set at four percent per year which will still provide for the future needs of the system.

Table 4: Local Agency Funding and Operation Expenses

	Funding					Disbursements						
Agency	Local Property Tax	Local Other	Total Local	State Fuel Tax	Federal	Construction	Reconstruction	Maintenance	Equipment	Administration	Other Expenses	Operations
Chubbuck												
2006	$ 256,747	$1,055,105	$1,311,852	$ 402,005	$ 9,803	$ 378,967	$ 744,103	$ 202,755	$ 145,651	$ 80,711	$ 146,262	$ 372,624
2007	$ 283,662	$ 674,741	$ 958,403	$ 422,386	$ -	$ 27,562	$ 449,306	$ 220,169	$ 151,558	$ 85,352	$ 348,667	$ 585,577
2008	$ 333,662	$1,291,675	$1,625,337	$ 407,741	$ 31,534	$ 23,844	$ 675,813	$ 147,340	$ 219,565	$ 124,950	$ 792,015	$1,136,530
2009	$ 388,235	$1,298,227	$1,686,462	$ 401,040	$ 126,185	$ -	$ 1,335,861	$ 164,477	$ 121,838	$ 148,922	$ 438,103	$ 708,863
2010	$ 414,245	$ 201,392	$ 615,637	$ 397,068	$ -	$ -	$ 133,468	$ 417,068	$ 126,094	$ 177,856	$ 110,918	$ 414,868
2011	$ 415,000	$ 564,099	$ 979,099	$ 421,162	$ -	$ -	$ 707,670	$ 415,670	$ 71,140	$ 186,464	$ 104,954	$ 362,558
2012	$ 439,477	$1,969,189	$2,408,666	$ 451,302			$ 1,919,089	$ 625,861	$ 83,059	$ 179,654	$ 91,019	$ 353,732
2013	$ 485,734	$2,119,244	$2,604,978	$ 463,463			$ 2,062,145	$ 614,990	$ 110,504	$ 180,847	$ 104,465	$ 395,816
Average	$ 377,095	$1,146,709	$1,523,804	$ 420,771	$ 27,920	$ 71,729	$ 1,003,432	$ 351,041	$ 128,676	$ 145,595	$ 267,050	$ 541,321
Pocatello												
2006	$ 1,365,361	$ 785,588	$2,150,949	$ 2,049,514	$ -	$ -	$ 963,410	$ 846,306	$ 812,154	$ 481,650	$ 1,056,937	$2,350,741
2007	$ 1,944,729	$ 532,184	$2,476,912	$ 2,085,013	$ -	$ -	$ 1,186,911	$ 1,215,389	$ 900,248	$ 431,831	$ 812,417	$2,144,496
2008	$ 1,947,909	$1,197,565	$3,145,474	$ 2,008,970	$ 436,477	$ 1,002,774	$ 1,061,967	$ 1,763,423	$1,054,957	$ 599,090	$ 726,231	$2,380,278
2009	$ 1,976,355	$1,556,037	$3,532,392	$ 1,876,528	$ 141,023	$ -	$ 846,817	$ 1,808,840	$ 731,073	$ 606,203	$ 664,735	$2,002,011
2010	$ 2,426,471	$ 985,500	$3,411,971	$ 1,854,864	$ 31,246	$ -	$ 1,591,859	$ 1,213,739	$ 603,885	$ 247,300	$ 1,044,717	$1,895,902
2011	$ 2,244,871	$ 934,533	$3,179,404	$ 1,837,340	$ -	$ -	$ 1,152,500	$ 1,680,060	$ 975,785	$ 399,487	$ 901,178	$2,276,450
2012	$ 2,234,061	$ 130,416	$2,364,477	$ 1,814,926	$1,188,772		$ 1,053,712	$ 1,683,350	$1,425,470	$ 142,507	$ 3,344,430	$4,912,407
2013	$ 2,699,079	$1,515,211	$4,214,290	$ 1,802,459	$1,258,190		$ 753,019	$ 1,899,688	$ 916,654	$ 116,846	$ 3,444,766	$4,478,266
Average	$ 2,104,854	$ 954,629		$ 1,916,202	$ 381,964	$ 167,129	$ 1,076,274	$ 1,513,849	$ 927,528	$ 378,114	$ 1,499,426	$2,805,069

Transit Funding: Transit funding for the urbanized area runs an average of $1,080 thousand dollars per year. The city of Pocatello's match is around $385,000 per-year. City of Chubbuck and Idaho State University contribute to the match based on service provided. This amount does vary with the amount of federal funding received. In the last twenty years of operation, Pocatello Regional Transit has managed to maintain and expand fix route service and provide complementary Para-transit service in the urbanized area. This track record and commitment for local participants is evidence there are funds reasonably available to carry out the transit operations during the next four years.

Appendix A **Conformity Determination**

Introduction

The Portneuf Valley Nonattainment Area (PVNAA) was shown to have met the PM_{10} Nation Ambient Air Quality Standards (NAAQS) with the approval of the State Implementation Plan (SIP) and Maintenance Plan by EPA on July 6, 2006. The attainment of the maintenance plan still required the PVNAA to demonstrate that transportation activities will not cause additional exceedance of the PM_{10} NAAQS.

Bannock Transportation Planning Organization (BTPO) is the Metropolitan Planning Organization (MPO) for the PVNAA, and as the MPO is required to conduct a conformity determination on the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Transportation conformity is the process of evaluating the planning transportation activities emissions against the Motor Vehicle Emissions Budget (MVEB) established by the SIP. The SIP for the Portneuf Valley Non-Attainment Area was approved by EPA on July 6, 2006. Due to changes in the requirements for air quality modeling an amendment to that SIP and MVEB was submitted in April 2014 and has an effective data of September 15, 2014. The requirements and specification for determining transportation conformity are provided in Code of Federal Regulation Title 40 part 93.

The procedure to determine if a transportation plan or transportation improvement program conforms to the SIP is the budget test. The budget test compares the emissions from a specific action like the update of the transportation plan or TIP to the emissions limitation established in the budget referred to as the MVEB.

Latest emissions model, planning assumptions, consultation, and emissions budgets are the four basic criteria for a conformity determination on the Transportation Improvement Program (TIP). For each area the inputs and assumptions will be presented. The main purpose is to provide a detailed outline of how the transportation emissions were generated.

Portneuf Valley Non-Attainment Area Transportation Conformity Assumptions

Latest Emissions Model

Environmental Protect Agency has identified the Motor Vehicle Emissions Simulator Model (MOVES) 2010 has the latest model for transportation conformity. The current version of the MOVES models is MOVES2010b. The MOVES model provides vehicle emissions for Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs) and a portion of Particulate Matter less than ten microns (PM_{10}). The paved road dust portion of PM_{10} is calculated using 2011 AP-42 Compilation of Air Pollutant Emission Factors chapter 13.

Latest Planning Assumptions

In 2012, BTPO updated the demographic projections along with the travel demand model. BTPO's travel demand model software is TransCAD and the current version is TransCAD 6.0. The 2012 update study used the 2010 population data from U.S. Census data and employment data from Idaho Department of Labor Bureau of Economic Statics to project 2010 to 2040 in five year intervals. The BTPO Travel Model Users Guide is available on the BTPO website at http://www.bannockplanning.org/demographics-maps/. The guide provides the inputs and assumptions used in the development of the TDM.

Transit Assumptions

Built into the TDM is a method to account for non-vehicle travel. While this method is not an official mode split model it does assume which percentage of trips from by district to district which would transit, waling, or bicycle as a mode of travel. In this method the cost of transit and number of riders is considered to be constant over the twenty-years of the TDM.

Key Assumptions

The travel demand model and emission inventory documents (links provided) provide a detailed description of the inputs used in the development of the conformity models. Both the TDM and the MOVES model are complicated software packages which used local data to reproduce of simulate either travel of emissions for existing and future conditions. To help review the conformity determination the key assumptions or inputs will be reviewed for the TDM and MOVES model

Vehicle Miles Traveled Inputs

Household Disaggregation: The housing units for each TAZ is divided are converted into household size and number of workers based on census data.
Trip Generation: Based on the BTPO household travel survey the average weekday person trips are generated for six trip purposes which are:

- HBW – Home Base Work
- HBC – Home Base Collage
- SCH – Home Based School
- HBS – Home Based Shopping
- HBO – Home Based Other
- NHB – Not Home Based

Trip Distribution: BTPO's model uses a destination choice trip distribution model which was developed from the household travel survey data. The employment data is tracked by retail, service, education, and other employment types.

Mode Split: The model split model uses a simple lookup table of auto share by district production-attraction pairs as calculated from the household survey by trip purpose.

TDM VMT: The TDM provide output in the form of Average Daily Traffic. ADT is converted to VMT by multiplying the length of each segment by the ADT of that segment.

Annual VMT: The data from the Highway Performance Monitoring System (HPMS) and Idaho Transportation Department's (ITD) Automatic Traffic Reorders (ATRs) are used to generate a weekday/weekend ration and fleet mix for each road types which applied to the TDM VMT. VMT for local roads which includes local streets and centroid connectors was not adjusted.

Road Types: The TDM, FHWA, and MOVES all use a different roadway type. A crosswalk table was developed which convert the BTPO TDM road types into the four road types used by MOVES.

Monthly, Daily, and Hourly VMT: The ART data for an entire year was evaluated to develop a fraction of travel which occurs in each month, day and hour for each road type and vehicle classification. National defaults were used for commercial short and long haul trucks.

Vehicle Fleet Key Assumptions

Vehicle Population and age distribution came for four sources which are:

- Cars, motorcycles, trucks, and light commercial trucks - Idaho DMV
- Intercity and transit buses - Phone interview this providers
- School Bus -Idaho Department of Education
- Commercial trucks)short and long haul -National defaults

The vehicle population data was for Bannock County. The 2010 census population percentage of the PVNAA to the county population was 89.3 percent. That percentage was used to scale those populations with local data. The populations with national data the VMT from local sources was used to scale the national defaults.

Vehicle Age Distribution was developed for Bannock County using a VIN –decoded vehicle registration data. The same age distribution was used for both the 2011 and 2020 emissions inventory and both the 2015 and 2025 conformity runs.

Vehicle Hours Traveled (VHT) Key Assumptions

Vehicle hours traveled inputs characterize the time spent traveling and the average speed of vehicle traveling on specific road type. The hourly ATR traffic count data was used to create an hourly volume for each roadway class which was assigned to the outputs of the BTPO TDM. The Akcelik volume delay function from the TDM was used to adjust the average speed to account for congestion. The same volume delay function was used in the MOVES and TDM modeling.

Fuel-Related Key Assumptions

For the 2015 runs the national default were used except for E10 market share where only 99 percent of used for E10 and one percent assigned for ethanol-free gasoline. In 2020 and beyond the national default fuel supply was used. National defaults were used to account for alternative fueled vehicles.

Meteorology Key Assumptions

Meteorology inputs including average hourly temperature, relative humidly, and precipitation came from observed data for 2011 at the Pocatello Regional Airport. The 2011 meteorology date was used for all conformity runs.

Pave Road Dust Key Assumptions

AP-42 Compilation of Air Pollutant Emission Factor was used to determine paved road dust emission on a daily basis. The emission for each roadway type is the product of the emission factors, and the VMT in each day. The components of the road dust equation are VMT, road surface silt loading, average vehicle weight, and precipitation. Difference in silt loading during winter and summer season requires defining the seasons. For purposes of the analysis winter season is defined as November 1 – February 29 and the summer season as April 1 – October 31.

Vehicle Miles Traveled: Already discussed but the VMT is generated for the TDM outputs along with ART data to get the hourly distribution by roadway type.

Silt Loading: Silt loading is the average amount of material on the road. Due to changes in road sanding the PVNAA now uses national defaults. The silt loading for paved road emission calculations are available in Table 8 of the Emission Inventory.

Average Vehicle Weight: Average vehicle type for each roadway was determined from the ART data. This data was converted to the FHWA vehicle classification and then to the MOVES vehicle type. The national default average vehicle weight was used for each vehicle type.

Precipitation Data: If there is a day with more than a trace of precipitation ($\geq$0.01 inches) that day is considered to not have measurable road dust. The data come from the MESOWEST and Western Regional Climate Center and was for the 2011. The 2011 data was used for all emission runs.

Time Horizons

CFR 40 §93.106(d)(1) and CFR 40 §93.106(d)(3) allow the modification of the time horizon if the Policy Board in conjunction with IDEQ and other stakeholders agree. BTPO has elected to modify the time frame of the conformity determination to the last year of the maintenance plan which is 2016, however since the maintenance plan is being undated the timeframe will be extended to 2025 which would be the last year of the new maintenance plan.

Projects Included in the FY 2015 – 2018 TIP Conformity Determination

Transportation conformity is designed to ensure that transportation activities within the area will not exceed the MVEB for that area. Transportation conformity at a program level pertains for the Transportation Plan (Long Range Transportation Plan) and the Transportation Improvement Program. Projects in a TIP must be included in a conforming Transportation Plan which was approved in January 2010.

2015 and 2025 are the two conformity time horizon. For each horizon the list below includes all the federally funded projects which will be constructed from 2015 to 2025. There are no projects which are considered regionally significant during the time horizon.

From the list only the Intersection of Alameda and Jefferson (Key #11657) and Intersection of Hawthorne and Quinn (Key# 12099) require conformity. Alameda and Jefferson schedule to be built in 2016 will realign the existing intersection to relieve congestion. The concept is to either realign or provide additional capacity through the use of deviated left turns. There is not additional through lanes plans on the Alameda/Pocatello Creek.

Hawthorne and Quinn which is will signalized the intersection is currently in PD (Preliminary Development) is not planned to be build prior to 2021. The signalization of the intersection is modeled to involve some minor lane widen but not to add through capacity.

The other project which required conformity is from the Long Range Transportation Plan is the Intersection of Siphon and Hiline. This project is planned for 2022 and will involve realigning of the intersection to allow the construction of a roadway east of Hiline Road.

Key Number	Project Name	Activity	Year of Activity						Program	Sponsor	Conformity
			2015	2016	2017	2018	2019	PD			
14349	MLK Complete Street Project, City of Pocatello	Narrow roadway to improve bicycle and pedestrian facilities	$643						TAP	Pocatello	Exempt 40 CFR §93 Table 2
14018	STP-7151; Benton and 2nd Ave	Intersection safety improvements to eliminate left turns	$150						Safety	Pocatello	Exempt 40 CFR §93 Table 2
14015	I-15B, FY15 5 ADA Ramps, Pocatello	Repair curb ramps	$28							Pocatello	Exempt 40 CFR §93 Table 2
12439	Local; FY 2015 BTPO Metropolitan Planning	Planning	$157							BTPO	Exempt 40 CFR §93 Table 2
13840	FY 14 Pocatello UZA Capital Bus Shelter	244-Transit Capital	$157							PRT	Exempt 40 CFR §93 Table 2
13841	FY 14 Pocatello UZA Capital Facility	244-Transit Capital	$400							PRT	Exempt 40 CFR §93 Table 2
18922	FY 15 Pocatello UZA Capital	244 -Bus stop improvement 7th and Sherman	$100						5310 Surb	PRT	Exempt 40 CFR §93 Table 2
13255	FY 15 Pocatello UZA Operations	227-Operations	$583						5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13258	FY 15 Pocatello UZA Security	235-Security	$25						5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13254	FY 15 Pocatello UZA Capital	244-Transit Capital	$10						5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13256	FY 15 Pocatello UZA Demand Response Operation	217-Demand Response Operations	$73						5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13257	FY 15 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance	$200						5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13253	FY 15 Pocatello UZA Metro Planning	225-Metropolitan Planning	$39						5303	PRT	Exempt 40 CFR §93 Table 2

Table A 1: 2015 Horizon Year

Key Number	Project Name	Activity	Year of Activity						Program	Sponsor	Conformity
			2015	2016	2017	2018	2019	PD			
11657	Intersection of Alameda and Jefferson	Realign intersection		$2,878					STP-LU	Pocatello	Yes
12099	Intersection of Hawthorne and Quinn	Improve capacity by installing signal or other traffic control device						$1,940	STP-LU	Pocatello	Yes
12417	I-15; IC# 47 to IC # 67	Pavement Preservation		$1,383						ITD	Exempt 40 CFR §93 Table 2
13099	US91: Flandro to Pole Line	Restoration and Rehabilitation		$2,598						ITD	Exempt 40 CFR §93 Table 2
12444	Off System; Portneuf River Lewis St. Bridge	Bridge Rehabilitation			$1,067					Pocatello	Exempt 40 CFR §93 Table 2
12098	Center Street Underpass	Bridge Rehabilitation						$3,400		Pocatello	Exempt 40 CFR §93 Table 2
13119	Benton Street Bridge	Bridge Rehabilitation			$3,329					Pocatello	Exempt 40 CFR §93 Table 2
13564	Local; FY 2016 BTPO Metropolitan Planning	Planning		$157						BTPO	Exempt 40 CFR §93 Table 2
13565	Local; FY 2017 BTPO Metropolitan Planning	Planning			$157					BTPO	Exempt 40 CFR §93 Table 2
14005	I-15B, East Alameda and Yellowstone Ave Medians	Install medians to channel left turns and improve safety				$1,365				ITD	Exempt 40 CFR §93 Table 2
14012	State, FY 18 D5 Guardrail, Pocatello to Inkom									ITD	Exempt 40 CFR §93 Table 2
14021	Local; FY 2018 BTPO Metropolitan Planning	Planning				$157				BTPO	Exempt 40 CFR §93 Table 2
13800	FY 16 Pocatello UZA Operations	227-Operations		$588					5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13801	FY 16 Pocatello UZA Capital	244-Transit Capital		$10					5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13802	FY 16 Pocatello UZA Demand Response Operation	217-Demand Response Operations		$73					5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13803	FY 16 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance		$200					5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
13804	FY 16 Pocatello UZA Metro Planning	225-Metropolitan Planning		$39					5303	PRT	Exempt 40 CFR §93 Table 2
14289	FY 17 Pocatello UZA Operations	227-Operations			$590				5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
14286	FY 17 Pocatello UZA Security	235-Security			$8				5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
14288	FY 17 Pocatello UZA Capital	244-Transit Capital			$8				5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
14284	FY 17 Pocatello UZA Demand Response Operation	217-Demand Response Operations			$80				5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
14285	FY 17 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance			$200				5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
14287	FY 17 Pocatello UZA Metro Planning	225-Metropolitan Planning			$39				5303	PRT	Exempt 40 CFR §93 Table 2
T502	FY 18 Pocatello UZA Operations	227-Operations				$590			5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
T503	FY 18 Pocatello UZA Security	235-Security				$8			5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
T504	FY 18 Pocatello UZA Capital	244-Transit Capital				$8			5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
T505	FY 18 Pocatello UZA Demand Response Operation	217-Demand Response Operations				$80			5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
T506	FY 18 Pocatello UZA Preventive Maintenance	232-Preventive Maintenance				$200			5307 SUrb	PRT	Exempt 40 CFR §93 Table 2
T507	FY 18 Pocatello UZA Metro Planning	225-Metropolitan Planning				$39			5303	PRT	Exempt 40 CFR §93 Table 2
		Total	$4,023	$9,032	$6,570	$3,540	$2,019	$5,340	$5,303		

Table A 2: 2025 Horizon Year

Motor Vehicle Emissions Budget

The PVNAA Motor Vehicle Emission Budget has been updated to reflect emission modeling with the MOVES model and the revised State Implementation Plan.

Year	PM_{10} (TPY)	NO_x (TPY)	VOC (TPY)
2005	N/A	N/A	N/A
2011	415	1364	903
2020	498	856	651

Table A 3: PVNAA Motor Vehicle Emissions Budget

Results

Tables A-4 and A-5 provide the transportation emission outputs of the MOVES model. All of the reported emissions are shown but only NOx, VOC, and PM_{10} have an emissions budget. The other results are for information only. For both the 2015 and 2025 horizon years the proposed TIP passes the budget tear and therefore is in conformity with the State Implementation Plan.

Year 2015			
pollutantName/Activity	PVNAA	MVEB(2011)	Conformity Test
VMT	432,669,439		
VehiclePopulation	74,883		
Carbon Monoxide (CO)	8,132		
Ammonia (NH3)	15		
Oxides of Nitrogen (NOx)	959	1,364	PASS
Sulfur Dioxide (SO2)	4		
Volatile Organic Compounds	689	903	PASS
Primary OnRoad and RoadDust PM10 - Total	379	415	PASS
Primary OnRoad and RoadDust PM2.5 - Total	56		
Primary OnRoad PM10 - Total	50		
Primary OnRoad PM2.5 - Total	37		
RoadDust PM10 - Total	329		
RoadDust PM2.5 - Total	19		
Note: calculation method for RoadDust is AP 42 13.2.1 Paves Road (Version January, 2011)			

Table A 4: 2015 Horizon Year Budget Test

Year 2025			
pollutantName/Activity	PVNAA	MVEB(2020)	Conformity Test
VMT	476,939,487		
VehiclePopulation	82,603		
Carbon Monoxide (CO)	6,211		
Ammonia (NH3)	13		
Oxides of Nitrogen (NOx)	496	856	PASS
Sulfur Dioxide (SO2)	4		
Volatile Organic Compounds	395	651	PASS
Primary OnRoad and RoadDust PM10 - Total	400	498	PASS
Primary OnRoad and RoadDust PM2.5 - Total	42		
Primary OnRoad PM10 - Total	35		
Primary OnRoad PM2.5 - Total	21		
RoadDust PM10 - Total	365		
RoadDust PM2.5 - Total	21		
Note: calculation method for RoadDust is AP 42 13.2.1 Paves Road (Version January, 2011)			

Table A 5: 2025 Horizon Year Budget Test

Appendix B **Public Involvement Process**

Activity

The BTPO Public Involvement Plan approved March 4, 2013 governs how public involvement will be conducted for different type projects. The public involvement for the FY 2015 -2018 Transportation Improvement Program involved a notice in the Idaho State Journal (printed and web version) and email notice to the public involvement list. The notice was also published on the BTPO website and Facebook page.

You are invited to comment
On the 2015 - 2017
Draft
Bannock Transportation Planning Organization's
Transportation Improvement Program

The draft Bannock Transportation Planning Organization's (BTPO) FY 2015 Transportation Improvement Program (TIP) lists the proposed federal and state transportation projects for the next five years. The TIP includes all federally funded projects within the Pocatello/Chubbuck metropolitan area. The TIP is fiscally constrained which means the funding source for a project must be identified and anticipated to be available for completion of the project.
The draft FY 2015 TIP can be viewed at the BTPO website: www.bannockplanning.org. Written comments can be submitted by e-mail to: mori@bannockplanning.org, or by regular mail to: Bannock Transportation Planning Organization, P.O. Box 6129, Pocatello, Idaho 83205-6129. Comments will be taken from July 8, 2014 through August, 2014.
This notice of public involvement for the draft Transportation Improvement Plan satisfies the Federal Transit Administration's Section 5307(c) Program of Projects requirements. If no changes are made to the draft FY 2015 Program of Projects the list will be approved without further public notice

Public Comments

Three comments were received on the draft TIP (attached). Only one of those, a correction on dollar amount, was specific related to the TIP. The other two were general comments type of projects whey would like to see. After the notice in the paper the BTPO website doubled the normal hits with most accessing the TIP page (50). The response to the email notice resulted in the same type of activity on the TIP webpage.

From: David Delehanty
To: mori@bannockplanning.org
Subject: Comment on Transportation Improvement Program
Date: Thursday, July 24, 2014 2:11:44 PM

Hello Mori,

I am a resident of Pocatello, ID and this message is a public comment regarding transportation planning:

I urge the Bannock Transportation Planning Organization to incorporate into the transportation plan steps to begin removing motor vehicle flow-through traffic from the Idaho State University campus. Currently, daily commuter traffic flows through campus. This is a safety problem and it substantially diminishes the quality of the campus. The Pocatello ISU campus is one of Pocatello's and Bannock County's greatest assets. Unifying the currently dissected campus would increase Pocatello's appeal to prospective students, helping this valuable community asset remain competitive. The long term goal should be traffic flow that circles around campus, with service traffic only within the campus itself.

Sincerely,

David Delehanty
161 South 16th Place
Pocatello, ID 83201
208-232-8757

From: Rick Pongratz
To: mori@bannockplanning.org
Subject: Bannock county plannning
Date: Thursday, July 24, 2014 8:26:36 PM

Hello,
Thank you for giving us the opportunity for public comment on the transportation plan. I believe the plan should include bike lanes up Mink Creek Canyon. It is a popular area for biking and the combination of the bikers and people entering and leaving the road is dangerous for all involved. Please amend the plan to include bike lanes from the Pocatello city limits to the National Forest Service entrance.
Thank you.
Rick

Hi Mori,
I think that there are some typos related to the MLK project.

- We are only getting $498,580.00 ($499K) in federal aid. (NOT $586K)
- The total project cost is correct at $643K.
- Our match is $144,420 ($144K) (not $47K, which is the required match amount).

- Hannah

Hannah Sanger
Science & Environment Division Manager
City of Pocatello
office: (208) 234-6518 cell: (208) 705-6360

Conserve Pocatello Find us on Facebook
Streetwise Riverwise
Portneuf Valley Environmental Fair

Appendix C **Self-Certification**

METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

The Idaho Department of Transportation and the Bannock Transportation Planning Organization on behalf of the transportation related jurisdictions and agencies of the Portneuf Valley Non-Attainment Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 49 U.S. C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;

2. Section 174 and 176 (c) and (d) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 42 U.S.C 2000d-1 and 49 CFR part21;

4. 49 U.S.C 5332, prohibiting discrimination on the bases of race, color, creed, national origin, sex or age in employment or business opportunity;

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT projects;

6. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;

7. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

8. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bannock Transportation Planning Organization

Mori R Byington
Planning Director

Performance

10-10-14
Date

Idaho Transportation Department

Erika Bowen
Planning Services Engineer,
Division of Transportation

10/17/2014
Date